

Intimation.

ESSETS FLUID

VERSUS PLAGUE.

What pure Carbolio Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolio Acid.

Sole Agents:

WATKINS, LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

To-day's Advertisement.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENESK,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 10th July, 1901.

Intimation.



A. S. WATSON & Co. LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule - - - - - \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - - - - - 20.40

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very Superior
Vintage. ALL ARE TRUE XERES
WINES.

Small quantities are supplied at
proportionate whole sale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 10, 1901.

NOTES AND COMMENTS.

The Chinese and Sanitation.

We very much fear that E. J. B. scanned our last night's leader very hastily, for he has apparently jumped to the conclusion that we are of the opinion that the Chinese are very badly treated by the Sanitary Board officials. At all events, this is what one would gather from a perusal of his letter.

As a matter of fact we were not discussing the Sanitary Board officials at all. What we did was to place before the public certain complaints which the Chinese made to us. We simply put the matter as the Chinese explained it to us and made no comment whatever. We always think that it is just as well for both sides of a question to be heard and this was our reason for printing the views of the Chinese. We hope soon to print some more Chinese views and so to try to bring about a better understanding between the two races. But, even if we do so, it will not necessarily mean that we have adopted every view or belief to which we draw attention in our columns. If what the Chinese say is to us to be reasonable and to bear investigation we shall say so, but if, on the other hand, we think that the Chinese are wrong we shall be equally ready to tell them so.

As a matter of fact there is far too little attention paid to the Chinese view of affairs. There is nobody to put it before the public and, as a result, they very often are misrepresented. On the other hand they frequently take a very erroneous view of some regulation or law which is being put in force and, as nobody seems to take the trouble to explain it to them, things go wrong and the cry of Chinese opposition is immediately raised. From chats which we have had of late with some of the leading Chinese of the Colony it appears to us that a very great deal might be done if more care were taken to explain the laws and regulations which are made from time to time. We are told that it not infrequently happens that a summons is the first intimation which a Chinaman gets of a new regulation and this naturally does not serve to enhance his love for our methods of government.

But it will be argued that it is the duty of the public to acquaint themselves with the law and that ignorance of the law cannot be pleaded as an excuse. True, such is the case, but what steps are taken to enable the Chinese to get acquainted with new laws which are put in force? It is all very well to say that they are published both in English and Chinese, in the *Gazette*, but how many read them? What is wanted we think is some institution to explain the law as made here to the Chinese, so that the meanest coolie in the street may not be able to say that he is not aware of what is required of him. Such an institution could, we imagine, also collect the views of the Chinese on various matters and lay them before the Government. Of course there would be numerous misunderstandings and perhaps the Chinese would wish to introduce measures which were repugnant to European ideas, but if they were once shown that a strong stand would be made in such cases they would soon come to the conclusion that it was better to refrain from kicking against the pricks. What is wanted is a better understanding between the two races, a concession here and there and a firm stand when we find that our European methods are being outraged. Then perhaps the great question of Chinese opposition might be overcome to a great extent.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA. THE AMERICAN PRISONERS OF WAR.

LONDON, July 8th.
Great Britain has declined to release the Americans among the prisoners of war.

BOER TREACHERY.

Evidence derived from various sources shows that the Boers killed the wounded lying on the field after the Vlakfontein fight.

LATER.

BRITISH SOUTH AFRICA. THE VLAKFONTEIN ALLEGATIONS.

Lord Stanley has ordered a full enquiry into the allegations of Boer treachery after the Vlakfontein fight.

BRITISH FORCES IN SOUTH AFRICA.

The British forces in South Africa now number 251,000 men, of whom 14,000 are sick.

PLAGUE ON THE FRENCH MAIL.

Fifteen cases of bubonic plague are reported on board the French Mail steamer *Laos* which has arrived at Marseilles from the Far East. Upwards of 300 passengers and crew are quarantined.

WEATHER REPORT.

The Observatory report says:—
On the 10th at 11.45 a.m. the barometer has fallen on the China coast. Pressure is highest over the Pacific in the neighbourhood of the Loochoos, and lowest over China. Gradients slight for S. and S.E. winds on the coast, and in the N. part of the China Sea. Forecast:—Moderate S.E. winds; showery.

LOCAL AND GENERAL.

THE English Mail of the 8th June was delivered in London on the 8th instant.

THE West River is still reported as rising and is now more difficult of navigation than in the dry season.

A JAPANESE girl, Miss Yone Yanagisawa, B.A., has taken the degree of M. D. at the California University.

THE fourteen Hongkong and Shanghai Bank prisoners were again remanded for a week at the Singapore Police Court on 4th instant.

THEY are telling the story in Japan of a member of one of the American legations who recently ordered a jiu-jitsu lesson under the impression that it was something to drink!

A COMMON sight at Bangkok is said to be that of lepers in the markets touching, handling and tasting the foodstuffs in the stalls. Many lepers trade as hawkers themselves, and buy and sell in the bazaars of the town.

A MAN named Richard Bidwell, a lecturer, to test his theory that the mind was superior to the body, clothed himself in towels, newspapers, and a life-belt, and jumped from Brooklyn Bridge, New York, into the river. He was drowned.

THE report of a seizure of arms which appeared in our morning contemporary should be placed to the credit of Sergeant Watt who has for some time been on special duty, and the numerous cases he brings to notice well warrant the appointment.

WE are pleased to state that the report of the death of Miss Nora Wilson, published by a contemporary, is without foundation. The young lady is, it is true, seriously ill, but is doing as well as can be expected, and her life is not considered to be in any danger.

THE persistent affinity of the Native States bachelor for the imported trained nurse continues unabated, says a Singapore paper. It is reported that another nurse has been requisitioned for Batu Gajah, in lieu of the late incumbent who has recently been married.

A WATER Polo Match between teams representing the 25th Co. E. D. R. G. A. & the V. R. C. will be played to-morrow afternoon at 5.30 at the V.R.C. Kowloon. The following will play for the Club—H. A. Lammett, J. H. Hance, A. A. Alves, A. E. Alves, J. Miller, A. Loureiro, and C. E. Hance.

SIR Michael Hicks Beach has given the lie to the assertion often made that Englishmen possess no sense of humour. In his Budget Speech he said that "The receipts from the death duties were £1,500,000 below those of the preceding year, but he had better hopes for the coming year."

CAPTAIN Passmore of the *s.s. Haiching* made a very good passage to Hongkong from Calcutta. We are glad to hear Capt. Passmore is now permanently in command, and congratulate him and Mr. W. Evans, his chief officer, on the satisfaction expressed by the Indian authorities to their Company, Messrs. Douglas Lapraik & Co.

A CHARGE of some importance was partly heard by Mr. Hazeland this afternoon against Li Yung, who was alleged by Yau Lok and Cheung Sien On to have obtained the sum of \$5,000, feloniously by a forged "Kai Mi" or certificate. Mr. Reece appeared for the defendant, the Crown Solicitor prosecuting. The case is proceeding.

THE *Perak Pioneer* complains bitterly of the Government there crimping planters' coolies. It very recently was informed that crimping by Government was then being practised upon private employers whose estates are not many miles away from Taiping. It will easily be understood at what a heavy disadvantage a planter must be situated with the name of the Government used for an unlawful purpose to his men, and unless the Government suppress the evil, planters must continue to carry on their businesses under those heavy disadvantages. The temptation offered is higher pay under Government.

THERE is a flavour of payment by results about this—"The wet nurse selected by the eminent physician Guido Becelli for the Crown Princess of Italy is duly installed in the Quirinal Palace. She comes from San Vito, on the Larian Hills, and answers to the name of Maddalena Cinti. She is to receive £6 a month during her stay in the Royal palace and £4 a month during her lifetime after her discharge. When her foster child will have its first tooth, she gets £400; when it will be able to speak another £400; and a similar sum when the Royal baby can toddle unsupported. When her services will no longer be required at the Quirinal she is to have £800."

A GOOD many more public chair coolies could be employed in Hongkong to great advantage. We are informed that at present the average earnings of a chair coolie range from eleven to fifteen dollars a month and the result is that they have grown fastidious and are as insolent a lot of men as it is possible to find. Far from being anxious to accept any fare that comes along, they very often refuse to carry you altogether if they imagine that you wish to go to a part of the town that will give them any trouble. You pay them the legal fare, and perhaps a few cents extra, and they stand and demand more, abusing you freely if you refuse it. The best method with these cheeky coolies is to pay them not a cent more than their legal due on the first sign of impertinence and, if you have time, prosecute them. If not, proceed to take down their number very carefully, and ask for a policeman. There will probably not be a cent in sight, but the coolies hate any collision with the police. If only steps were taken to increase the number of chairs, this nuisance would cease. At present a few men hold a monopoly and they are making the most of it.

MR. KERFOOT HUGHES arrived from Punjom by the German mail. We hope that he will bring good news for the shareholders of his Company about the new discovery of tin in their property. Punjom is right in the midst of the tin district and there should be no reason why the find should not prove a valuable one.

THE M. M. *Ernest Simons*, which was bringing the next mail from home, has, as previously reported, met with a mishap, her screw shaft pipe having broken, necessitating her going into dock at Bombay. The necessary repairs will be effected at once, though it will be some weeks before she will be ready for sea. Meantime the mails and passengers will be brought on to Hongkong by the *Bingo Maru*.

ON the Opium Farmer's men searching the room of the 3rd engineer on board the *s.s. Pirangung* on the 29th ult. says a Bangkok paper, they found three tins of prepared opium in one of the drawers. The Chinese "boy," who was looking on, jumped overboard into the river on the discovery being made. He was, however, rescued, when two more tins of opium were found tied round his waist.

A HOME paper says:—The War Office, as has already been indicated, are taking steps to release some of the soldiers undergoing penal servitude in H.M. Convict Prisons through military offences committed in South Africa. Two soldiers named Doyle and Byrne, of the Royal Irish Rifles, were lately discharged from Portland Prison, the Commander-in-Chief having remitted the remainder of their sentence.

A HOME paper notes that Mr. Richard Le Gallienne has had honours after his own heart in America. Thus, a notice has been issued by the circulating library of Minneapolis to the effect that no married woman will be allowed to take "The Quest of the Golden Girl" from the library shelves without a written order from her husband, and no young girl without a written order from her parents and guardians. This will surely drive Mr. Le Gallienne to further "prose fancies."

"THE child is father to the man. Years have rolled away," says Mr. Baring-Gould in his new book, "I have wandered over Europe, have rambled to Iceland, climbed the Alps, been for some years lodged among the marshes of Essex—yet nothing that I have seen has quenched in me the longing after the fresh air, and love of the wild scenery of Dargmoor. There is far finer mountain scenery elsewhere, but there can be no more bracing air, and the lone upland region possesses a something of its own—a charm hard to describe, but very real—which engages, for once and for ever the affections of those who have made its acquaintance."

AN inquiry was held recently, say the *Bombay Gazette*, at Matongga, by Mr. P. Byrne, the Coroner, on the body of Ranoo Piman, a snake charmer, aged twenty five years, who resided at Vincent Road. On Monday morning, deceased and three other snake charmers went to Santa Cruz to catch snakes. They wandered about the fields until 1 o'clock in the afternoon, when deceased came upon a cobra, which soon disappeared into a hole. The deceased dug up the spot and put fire and water in the hole. The cobra came out enraged and with its hood up. The deceased caught it below the neck but as he attempted to fling it away, the snake bit him on his right hand. He caught the cobra again and removed the fang. The deceased was said to be an expert in catching snakes. Within an hour deceased became ill. His companions brought him home, when he died in the evening. The jury returned a verdict of death from snake bite.

If we only had the space we could write a column as the result of an inspection of Messrs. Lane, Crawford & Co.'s stock. On entering the Premises from Queen's Road one is struck with the diversity of the goods exhibited, E. P. ware, china, glassware, groceries, softgoods, sporting implements, down to the commonest of kitchen utensils in endless variety. Upstairs one comes to the furnishing department replete with everything necessary for household use. Bedsteads, carpets, chairs of all descriptions, lace curtains, lace edged muslins &c., &c. One thing in particular we noticed, a new make of velvet pile carpeting, silk, with an artistic pattern for upholstery being for sale to match the carpet. So on to the music saloon, where one sees samples of the best pianos by Broadwood, Collard and Challen in endless variety, both new and second hand to suit all purses, guitars, mandolins, cellos, violins and wind instruments. Messrs. Lane, Crawford do a very large business in ship chandlery in addition to what has been previously noted. In fact well earning their title of the "Whiteley" of the East.

WE (*Bombay Gazette*) have more than once called attention to the improvement in the shooting of regiments in the Native Army which have received the Lee-Metford rifle. Another instance is afforded by the results of the annual musketry course of the 22nd Bombay Infantry, which has been stationed at Hongkong during the China trouble. Despite the fact the musketry was carried out in very unfavourable weather, in high and shifting wind, and often in rain, a comparison of the last two years shows the marked superiority of the new weapon. The ranges at Hongkong are very difficult, shooting at the longer distance having to be carried out across a small bay, the shimmer of the water being most puzzling. The men did not do quite so well with the magazine rifle at the standing ranges as they did with the Martini-Henry last year, due, of course, to the extra weight of the new weapon; but directly they got a rest for their elbows the shooting improved out of all knowledge. The improvement in the first period of the course was nine and in the second five per cent. The percentage of marksmen rose from 11 to 47, 324 men qualifying in this class, while 284, or 42 per cent, qualified as first-class shots.

IN Japan says a recent *Japan Times*, prisoners have not hitherto been allowed to work on Sundays, but now the authorities of the Department of Justice are going to introduce a change in the prison system, that is to make the prisoners work on Sundays hereafter. By this new departure the authorities expect to get an annual increase of about 100,000 yen in the receipts accruing from prison works, and thereby to be enabled to increase the salaries of jailers and others. As for the prisoners, regular work will be more welcome to them than merely sitting idle.

ACCORDING to the Pahang correspondent of a Straits paper, a couple of tigers are the terror of the Trunk Road at the sixth mile from Lipis. They have appropriated a pony and four bullocks during the past week or two, and are still at large. Mr. Frost has been after them on several occasions and succeeded in wounding one, but they could not be followed up beyond a short distance owing to the dense jungle. Mr. and Mrs. Stripes venture out for an airing only at night, and forthwith annex anything eatable that they come across, and these are mostly bullocks. The pony they carried off belonged to a local chief named Menti Dollah of Penjurn.

RARELY is Paris treated to so pre-eminently Parisian an event as the Regis-Labordesque duel says the *P. M. Gazette* of the 8th ult. The two splendid swordsmen fought for two hours and a half with such splendid swordsmanship that neither of them could succeed in inflicting a scratch upon the other. Then the exhausted seconds intervened, demanded an interval for lunch, and decided that play should not be resumed until this morning. So, as the *Temps* puts it with delicious absence of humor, "the spectators withdrew silently, full of respect, whatever their political opinions, for the courage, address, and energy shown by both parties." It is all like a novel by the elder Dumas—"the ventripotent mulatto" would have rejoiced in such an epic encounter. And the romance is published in *feuilleton* form, too, by the adjournment of the affair until to-day. But the supreme fun of the thing lies in the fact that nobody in France sees anything to laugh at. Our neighbours, "whatever their political opinions," are all lost in respectful admiration. Verily, the most witty of all nations is also one of the least humorous.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE CHINESE AND SANITATION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
DEAR SIR,—I believe time does reveal the truth, and in my instance it did so. In my letter of the 8th ultimo, I remember mentioning about the plague and the treatment that the poor Chinese receive from the subordinates of the Sanitary Board. I am sure the assurance which you received from the Sanitary Authority forced you to have a strong leader against my letter the very same evening. Happily those who wait will be amply rewarded for their silence, and so I thought it would be better to drop the subject for the time being. But now I have to thank you for your able and well written leading article in your last night's paper, in which to my surprise you have answered all my questions and arguments. You have admitted that the poor classes are very badly treated and especially by their own people who are employed by the Sanitary Board. I know the Chinese as a rule do abide to any law, the Government may choose to make for the health of the Colony, provided they are treated by those who are in charge and responsible for having to see that the law is carried, properly and every one is treated fairly, rich and poor.

Thanking you in anticipation,
Yours truly,
E. J. E.

Hongkong, July 10th, 1901.

THE PLAGUE.

Number of cases reported (Chinese.....1465
up till noon of the 9th
July, 1901.....Other Asiatics 51
Europeans.....26

Number of cases reported (Chinese.....3
during the past 24 hours.....Other Asiatics 0
Europeans.....0

Total number of cases reported to date 1545

Number of deaths reported (Chinese.....1428
up till noon of the 9th
July, 1901.....Other Asiatics 34
Europeans.....9

Number of deaths reported (Chinese.....2
during the past 24 hours.....Other Asiatics 0
Europeans.....0

Total number of deaths recorded to date 1473

Since noon on Saturday last the cases and deaths are:

Cases Chinese.....13
Other Asiatics.....0
European.....0

Total.....13

Deaths Chinese.....12
Other Asiatics.....0
European.....0

Total.....12

The plague returns for last week were:—

Cases.....47
Deaths.....46

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 11th July, at 4.15 p.m.

ORDERS OF THE DAY.

1. Further Report by the Sanitary Improvement Committee.
2. Report by the Chinese Cemeteries Committee.
3. Reply from Government relative to the removal of plague bodies from the Colony.
4. Reply from Government regarding the erection of eight stalls in Yumati Market.
5. Minute reporting the recall of Dr. Atkinson and the appointment of Dr. Pearce as Assistant Medical Officer of Health.
6. Reply from Government relative to the erection of buildings in accordance with improved plans.
7. Further correspondence relative to the excessive Chinese infant mortality.
8. Draft bye-laws relative to disinfection of infected premises.

AGENDA.

1. Suggestion by the Vice-President relative to noise nuisances.
2. Suggestion by the Vice-President regarding the Cemeteries at Kowloon City and Sham Shui Po.
3. Correspondence relative to the erection of a mortuary at Kowloon.
4. Report by Mr. F. Browne on the cleansing and fumigation of No. 5 Health District.
5. Correspondence relative to the cleansing of houses in No. 5 Health District.
6. Report of the analysis of the public water supplies.
7. Results of the examination made under "The Sale of Food and Drugs Ordinance."
8. Application for the erection of urinals at the Western Hotel.
9. Minute by the Medical Officer of Health relative to the appointment of rat catchers.
10. Nuisance caused by water buffaloes.

AT THE MAGISTRACY.

PLAYED OUT.

Charlie Stankum of Germany was charged with being drunk and incapable on Blake pier. He said he had been working long hours and a bottle of beer overcame him. With all the appearance of a respectable looking worker, he was let off with a fine of \$2.

A TIRED RICKSHA COOLIE.

Edgar Paterson, of the R.A., charged a ricksha man with refusing to take him to his destination. He stopped in Queen's Road and said he could go no further. Fined \$5. Some of the coolies passed at the last licensing day are a very weedy lot. Half grown youths incapable of the work they attempt.

POCKET PICKING.

Cheung Fuk was awarded 2 months' hard labour for stealing \$1 from Chan Ming. The prisoner was not for plunder but was not smart enough.

THE HUNGER FOR DOLLARS.

Lam Tai proceeded against Un Wa for stealing from him a bag containing \$100. The evidence was conclusive and defendant went to prison for 3 months' hard labour.

SANITARY BOARD.

Inspector Hoggarth of the Sanitary Board had a small regiment up before His Worship this morning for transgressing the laws of health, all being cautioned or fined.

THE DEFAULTING TAX-PAYERS IN YOKOHAMA.

We are sorry to learn from the Tokyo *Asahi* that even among those who paid up their arrears of taxation on the 25th June in Yokohama, there were some who accompanied their payments with letters of an exceedingly discourteous tone, says the *Japan Daily Mail*. One of the letters declared that the payment was made as a matter of necessity, owing to the threat of resorting to legal processes of execution; another asked whether the fact that the money had already been collected was forgotten, and whether this was a device to put coin into the pockets of the officials. The latter are said to be considering what steps they should take with regard to the writers of these letters. We recommend them not to take any steps at all, but simply to burn the epistles. The writers of such documents doubtless believe that they have a genuine grievance, and it would be had policy to convert them into the martyrs which they imagine themselves to be.

Meanwhile the Local Authorities of Kanagawa have been instructed by the Home Office that they must proceed against foreign defaulters just as they would against Japanese, and it is therefore not impossible that some unpleasant incidents will have to be recorded within the course of the next few days. We can only repeat that to withhold their taxes is a forlorn and useless device on the part of the objectors. They thus carry their case before a tribunal which has no competence to discuss it, and they exhibit a want of judgment which reflects seriously on their cause. Their conduct is analogous to that of a man who resists arrest and invites the arresting constable to adjudicate upon his guilt or innocence.

THE JAPANESE ADDITIONAL CLAIM.

TOKIO, June 30th.

The representatives of the powers recognise the reasonableness of Japan having conditionally consented to the British proposal with regard to the measures for the payment of the Chinese indemnity; but so far they have not formally accepted the Japanese claim. It is feared that certain powers will send in additional demands if the Japanese claim is allowed, and if this happens the amount of the indemnity the Chinese Government has undertaken to pay will not suffice to meet all the demands. This may lead to the Japanese Government abandoning its additional claim. The prospective loss will be something like 12 per cent. of the total amount of the Chinese indemnity and the balance left after deducting the powers' demand will be ample to meet the Japanese claim, if the powers refrain from making any additional demand. The taxes which it was decided to appropriate for the indemnity fund will not suffice to pay the interest; but as the payment of the principal will only start in 1906, the funds for payment of other Chinese loans will be drawn upon for the purpose after that year. Moreover, when the Customs tariff is raised to 5 per cent. ad valorem, funds to meet the deficiency will be forthcoming.—*Asahi*.

EXPERIENCE.

My brother he is eight years old
While I am four to-day.
My mother binds me on his back,
And there I sleep and play.

He lets me hold his top and ball,
Or pull the kite's sharp string.
He gives me half of all he gets
Of cakes, or anything.

Sometimes I jerk his short, black hair
And kick him with my heels.
And stick my fingers in his ears
To hear his funny squeals.

One day I asked him what's the use
Of legs and feet to me,
When his were plenty for us both.
He answered, "Wait and see!"

To-day, I'm four years old, to-day
My cruel mother tied
The baby sister on my back,
Although I cried and cried.

And in the garden there, I saw
(I wish that I were dead!)
My brother turning somersaults
And standing on his head.

—*UME S.*

In Japan Dispensary.

H. E. THE GOVERNOR OF BOMBAY AT AHMEDNAGAR.

VISIT TO THE BOER PRISONER'S CAMP.

So much nonsense has been written concerning Ahmednagar and the Boer Camp that we are glad, says the *Bombay Gazette*, His Excellency the Governor decided to pay the camp and station a flying visit. On the 21st ult. His Excellency arrived by the 7-46 a.m. train. From Boer camp where he was received by the Commandant, Major Dickinson, and staff. He first visited and talked with the Boer officers and then saw the men. After a careful inspection, His Excellency expressed his entire satisfaction with the arrangements for the comfort of the prisoners.

MRS. LOUIS BOTHA IN ENGLAND.

SECRECY AS TO HER MISSION.

Among the passengers on board the Union Castle mail steamship *Dunvegan Castle*, which arrived at Southampton from South Africa this morning, says the *Pall Mall Gazette* of the 8th ult., was Mrs. Louis Botha, wife of the Boer General, who is generally believed to have come to Europe on a peace mission. The statements on this subject, one of the most contradictory character. While on the one hand it has been said that Mrs. Botha has come to Europe in the interests of peace, it has also been declared that her visit is purely for health reasons. Mrs. Botha, who is accompanied by Mr. H. G. R. Fischer, son of a former State Secretary of the Orange Free State, and her son, has throughout refused to say anything about the object of her journey. She is not in good health, and has kept herself aloof from the other passengers. She declined to see any journalist on her arrival here, and sent word by Mr. Fischer to that effect.

Reuters' representative had a conversation with Mr. Fischer, who said that Mrs. Botha and himself were going straight to London, and would then leave for Holland and Belgium, but the date of their departure for the Continent had not been fixed. With regard to the objects of Mrs. Botha's journey, Mr. Fischer said: "I cannot confirm or deny the statement that Mrs. Botha has come to Europe in the interests of peace. She has resolutely refused to give any information, and is now more determined to maintain silence owing to the fictitious statements telegraphed from South Africa. Besides (he added), whatever we say the papers will put in something else. You ask me to say whether Mrs. Botha has come on a peace mission or not. All I would ask in reply is this: Is it likely that Lord Kitchener would employ a woman?"

Mr. Fischer admits, however, that he had been released on parole to come to Europe with Mrs. Botha, and also to visit his father, Mr. Abraham Fischer, in Brussels. The Central News says: "Mrs. Louis Botha and Master Botha arrived at Southampton early this morning. Repeated attempts were made to interview the wife of the Boer General, but to each of the pressmen she replied in the same emphatic way, 'I must positively refuse to say anything.' A French journalist who came specially from Paris was equally unsuccessful. One or two gentlemen, whose appearance was distinctly Dutch, met Mrs. Botha. They withheld their names, and said they could give no information of Mrs. Botha's intentions. The lady left for London in the Union Castle express."

BELLEVILLE BOILERS.

STRAIGHTFORWARD CRITICISMS BY MR. ALLAN, M.P.

On the 8th ult., a number of the political and social friends of Mr. William Allan, M.P. for Gateshead, entertained him at dinner at the National Liberal Club. Sir James Joicey, M.P., presided. Mr. Allan, M.P., in response to the toast of his health, said that as an engineer of more than half a century's experience he had endeavored to show that since steam was utilized the navy had been a most deplorable example of what was known as bad engineering. (Hear, hear.) He could not understand why it was that the Admiralty officials or the men who were responsible for the efficiency of our ships should have pursued the course they had on what was the most vital and important part of any ship—namely, her boilers.

The adoption of the water-tube instead of the cylindrical system was the biggest blunder that could possibly have been made. There were gentlemen present interested in ships who knew that the strength and wealth of the Empire was the mercantile marine.

Our vessels were on every ocean and sea, and if we could not police the sea efficiently in the shape of man-of-war ships that were fit to do their duty at all times, what became of our mercantile marine and our strength in time of war?

Water-tube boilers were a primitive method of raising steam. They would not be tolerated in merchant ships, and many of the vessels which had adopted them had come to grief.

WASTING MILLIONS. The Admiralty had been spending millions of money blindly and foolishly in the construction of their ships. They had only now, it seemed, got to the experimental stage, and thousands had been spent in experiments in the matter of boilers. It was enough to make Watt turn in his grave. (Laughter and cheers.)—*Morning Leader*.

A CANAL ACROSS ENGLAND.

Probably few people are aware that a canal has been in existence for over 100 years which cuts England in two, and by uniting the Severn and the Thames forms a continuous waterway from Bristol to London. This is the Thames and Severn canal, connected with the Severn estuary at Framlode, Gloucestershire, and the Thames at Lechlade, a small town on the borders of the counties of Gloucestershire, Oxfordshire, and Berkshire. The Thames is navigable to Lechlade, and until the year 1864 there was through communication between the two rivers. In making the canal a tunnel known as the Sapperton tunnel, two and a quarter miles long, 16 feet deep and 16 feet broad, had to be cut through the solid rock, and it was considered so great an engineering achievement in those days that George III. honoured the opening with his Royal presence. The canal was put to profitable use until railway competition and the growth of navigation in the upper reaches of the Thames caused it to fall into disuse. Sir John Dorington, M.P., chairman of the Gloucestershire County Council, has formulated a project for its revival which has now been carried into effect. He has induced the County Councils of Gloucester, Wills, and Berks, the Gloucester City Council, Urban Councils of Stroud and Cirencester, and various canal and dock companies to subscribe for the purpose of putting the canal into thorough repair, whilst the Thames Conservancy Board has undertaken to make the Thames navigable to Lechlade, 146 miles west of London. The work has just been commenced, and it is hoped to recommence traffic by the end of the year.—*Public Opinion*.

THE WITHDRAWAL FROM PEKING.

A recent *Leeds Mercury* says:—

Since the relief of Peking, no glory has been won. The expeditions organised by Count Waldersee in the neighbourhood of the capital have scarcely seemed worthy of a great world Power like Germany; and, as they have so often failed to achieve their purpose of bringing China to terms, the feeling that the sooner the Allies withdrew the better became almost universal. But Germany is not the only country that has been disillusioned by the events of the last half-year in the Far East. If the truth were told, probably all those who have been responsible for the joint occupation of Peking would confess themselves heartily sick of the whole business. The task of restoring order and of obtaining reparation from China has proved far more difficult than any one anticipated. In the long-drawn negotiations with China and Li Oriental diplomacy has scored repeatedly. The men in high places chiefly responsible for the outrages last autumn have escaped the punishment that was their due; and the payment of the indemnity of £65,000,000, which has been demanded, promises to give rise to endless friction: whilst Britain and Japan—the Powers which have incurred the greatest expense on account of the Chinese imbroglio—actually receive far less compensation than their Allies—Russia, Germany, and France. On the whole, therefore, it is not surprising that the withdrawal of the international forces from Peking, which was begun some weeks ago, should have caused much satisfaction in Europe, where the prospect of the re-establishment of the Chinese Government in its old quarters is sincerely welcomed. Although the events of last year appear to belie the statement, Chinese officials are more capable of maintaining law and order in China than Europeans of half a dozen different nationalities calling themselves Allies, but filled with suspicion and jealousy of one another.

ACHEEN.

ITS NATURAL RESOURCES.

Acheen is now coming under notice for its wealth in coal and gutta, says the *Strait Times* correspondent. Coal said to be of excellent quality, is found at Mellabas and elsewhere on the west coast. Nothing yet has been done in the way of working the seams. The idea is for the state to work the mines as a means of raising revenue without burdening the people. In the neighbourhood of Mellabas, gutta trees also abound, but the numbers are decreasing from the wasteful methods of gathering employed. The Achinese have not the patience to tap the trees, but simply cut them down as the easiest way of getting the gutta. The Government is now taking measures to check this practice and to plant gutta trees. The gutta collected on the coast all goes to Penang. Arabs and Klings monopolise the trade. The sugar cane is found to thrive on the north east and west coasts of Acheen. There are several kinds of cane there but nothing has been done to find out their value for the production of sugar. Optimists say that Acheen offers a fine field for sugar cultivation because the soil suits cane admirably.

COL. W. F. CODY'S VIEWS ON WOMEN.

The well-known Col. William F. Cody (Buffalo Bill) has been interviewed by the *New York Sun* on various topics, including that of the complexion of the fair sex of different nationalities. Col. Cody remarks:—

"Of course, I think the American women are the finest in the world, but they could learn a good deal from English women. Take the English woman's complexion, which is acknowledged to be better than the American woman's. It comes from her out-of-door life. I've seen women of all nations, and next to the Americans I like the English best. They love horses, and I like anybody that does that."

"My—but those English women can ride! And they are sensible enough to ride in the only way a woman should, and that is astride. You mark my words, ten years from now there won't be one side saddle in a thousand. What sort of way is that to ride a horse? Skewed around like this," hanging his legs over the arm of a chair. "I used to think a woman in one of those long habits, riding in the old-fashioned way, was the prettiest sight in the world. I still think she is pretty fine, but she is nothing to a woman riding astride. When a woman has learned to ride that way she is as far ahead of a man riding as a swallow's flight beats a duck's. It's beautiful to see her. The English women are beginning to ride to hounds that way, and they will make it the fashion. They're good sports in every way; brave, sensible, strong, good comrades and fair opponents."

"You seem to waver in your allegiance to the American women?"

"How about the French?"

"Oh, they're too much like a plum fire-cracker. They go off all of a sudden, with a lot of fuss and flurry, and that's all there is of them. Fizz-z-bang! and it's all over. Give me the English woman. I wish our American girls would follow their example in some respects. If they did they'd not take such an absorbing interest in what shall be done to save a complexion. The complexion would take care of itself."

RISKS AT PULO WAY.

The fact that Russian men-of-war resort more and more to Pulo Way for coaling purposes has caused some uneasiness. It is pointed out that, however gratifying may be this testimony to the growing importance of Pulo Way, its advantages as a coaling station will assuredly give rise to trouble, should war break out between Russia and Japan. At present, Pulo Way has no defence worth speaking of, and the Netherlands India Government, as matters stand, has no means of enforcing neutrality should Russian war vessels frequent Pulo Way in time of war as readily as they do in time of peace. The need of fortifying the port of Sabang, the main trading centre of Pulo Way, is pointed out. The danger lies in either Russia or Japan disregarding Holland's neutrality unless the latter Power is able to assert itself by force of arms. Russian ships will be sure to avail themselves in war time to the full of Pulo Way's facilities for coaling. On the other hand, Japan will not fail to take advantage of the strategic position of Pulo Way to try and intercept Russian men-of-war on the way to the seat of war. Again there is the risk of a Russian squadron taking refuge from the Japanese in Sabang Bay, and awaiting reinforcements there. Pulo Way will then become a base of operations for Russian men-of-war, and will thus endanger the neutrality of the Dutch Government. It is now remembered how in 1893, when strenuous efforts were made to boom Pulo Way, it was said that all this did to encourage enterprise there was to encourage prompting with a view to eventually turning Pulo Way to account in time of war.—*Strait Times*.

DREYFUS AFFAIR.

COACHMAN WHO IS A WALKING ILLUSTRATION OF HIS STORY.

PARIS, June 8th.

Auguste Formain, an ex-coachman, who appeared yesterday before the Eighth Correctional Chamber, is literally a walking history of the Dreyfus Affair.

The charge was one of common assault, and he was at-counsel's demand examined for insanity, and when stripped he was found to have endless pictures of the "Affair" tattooed all over his body.

He bears altogether 21 pictures, executed in black, blue, red, and green, by an African tattooer, whom he met when serving with the Battalion d'Afrique. Portraits of Generals Mercier, Boisdeffre, Billot, and Zurlinden, and of President Faure adorn his arms; across the chest is Dreyfus before the Council of War; and the whole of the back is taken up with a superb representation in the allegorical manner of the degradation of Dreyfus, with France enthroned among several goddesses, pointing out to Dreyfus the Devil's Island.

Formain has been offered considerable sums for this picture by eager amateurs, who promise to remove the skin off his back without the least pain, but Formain keeps his picture, and only speaks indefinitely of leaving himself to some museum after death.—*Morning Leader*.

NO INCOME-TAX!

A contemporary says:—So far the millionaires of America have successfully resisted all efforts to tax their mighty incomes. They owe their immunity, it may almost be said, to the legal skill of man, Mr. Choate, who must have a keen sympathy with this year's income-tax paper in England on this side the Atlantic. Mr. Choate has to his credit the unique achievement of saving a nation from taxing itself. The wise men of Washington had resolved that incomes were a taxable commodity, and the decision was brought before the Supreme Court of the United States. Mr. Choate was retained against the Revenue, and his brief was marked with a fee of £10,000. He spoke eloquently and effectively, as a man with such a fee ought to do, and when he had done, the highest legal authority declared that the income-tax was against the spirit of the Constitution. The men with the incomes were so pleased with their triumph that they clapped Mr. Choate madly on the back and doubled his fee to £20,000.

A NEW SURGICAL OPERATION.

John Hudson, aged 42, a stevedore, of 73, Elizabeth-st., East Ham died in the Seamen's Hospital at the Royal Albert Docks, while under chloroform.

At an inquest Dr. James Cantlie, M.B., M.R.C.S., of 46, Devonshire-st., Portland-place, W., said after a few "whiffs" of the chloroform the man became very violent. His struggles were attributed to alcohol, and supposing he was under the influence of the anæsthetic witness was about to begin the operation when Dr. Catto said, "Stop, he is not under." Then it was noticed that breathing had stopped. The usual methods of restoring animation failing, witness resorted to the latest practice—that of cutting down to the heart, compressing the heart and applying the battery to it. This also was ineffectual.

The jury returned a verdict: "That deceased died from syncope, due to the administration of chloroform."

DISARMAMENT.

A STORY OF THE TSAR'S FAMOUS CIRCULAR.

ST. PETERSBURG, 29th May.

The following account of the origin of the Russian Emperor's famous disarmament circular has lately reached me from an unimpeachable source.

It shows that the Tsar was actuated by more practical considerations than has generally been supposed.

The Budget of the Russian War Office is divided into two parts, one to provide for the ordinary expenditure, the other, which is presented once in five years only, for the renewal and increase of war material, in the shape of artillery, &c.

In 1898 Gen. Kuropatkin's demand for the next five years was 500 millions sterling. The Minister of Finance was horrified.

It was not easy to find 100 millions sterling, but five times that sum! Hence long debates, during the course of which M. Witt declared that such expenditure was positively ruinous, and that some means must be found for reducing it.

Yet in the race for armaments Russia could not afford to be distanced, and therefore the only recourse was to cry *Halt!* all round.

Unhappily, there are nations which have not yet had enough of this ruinous method of insurance, and the Russian Emperor's appeal fell on deaf ears.—*Morning Leader*.

THE "DISCOVERY."

A STAGE ON HER VOYAGE TO THE ANTARCTIC.

The *Discovery*, the new vessel specially built of wood at Dundee for the British Antarctic expedition, is now berthed at the East India Dock for the next six weeks, says the *Morning Leader* of the 7th ult.

She is a fine vessel, measuring 175ft. from stem to stern; and has every appliance for frosty navigation that modern science can secure.

"Why is the vessel built of wood? Surely it does not offer as much resistance to the pressure of ice-floes as a ship of steel would?" asked the unsentimental *Leader* visitor.

The courteous man-of-war's officer who is to accompany the expedition smiled—quite a smile of pity.

"Steel would upset the magnetic observatory," said he. So we went and looked at the magnetic observatory.

"Nothing manufactured of steel or iron is admitted within 30ft. of this place," said the man-of-war's officer. "Not a key, not even a tack, but it is made of brass."

"Is a wooden vessel really capable of resisting ice-pressure?"

"And the officer and the chief steward, who is a notable person, smiled."

"She won't crush under any pressure," said the chief steward, emphatically.

"Two feet of oak all round the ship's side, 9ft. at the beam," said the officer. "What more do you want?"

"Nothing," said the unsentimental *Leader* visitor humbly, "but what is that?"

"That" was the arrangement for deep-sea soundings, and a very formidable and intricate affair it was.

"It is intricate," admitted the guide, "very. So is everything here, so intricately complicated; I never saw a vessel like it." It is understood that Commander Scott hopes to strike ice in December this year, and he expects to return to Lytleton, New Zealand, in April, 1903. "With many trophies?" asked the visitor. The man-of-war's man shrugged his shoulders as he pointed to the armoury—empty at present. "We don't expect to find savages or anything out of the way. How many? Forty-four, all told. Five officers, six civilians, and 33 for the crew. And every man a picked man."

NOTANDA.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1896.

Barometer 29.738
Thermometer 81.6
Humidity 83.0
Rainfall 14.210

TO-DAY.

Barometer 29.74
Thermometer 81
Humidity 83
Rainfall 69

TO-DAY.

Wednesday, 10th July, 1901.

Chinese—25th of 5th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 23min.
Sets 6hr. 40min.
High water—Morning 3hr. 20min.
Afternoon 3hr. 57min.
Low water—Morning 10hr. 0min.
Afternoon 9hr. 19min.

ANNIVERSARIES.

1509—John Calvin born.

1522—The Portuguese fleet left Malacca for China.

1840—The Yangtze blockaded by the British fleet.

1849—Armistice between Prussia and Denmark.

1892—Tomb near Saigon; to Chinese killed.

1898—Edict ordering temples to be converted into Chinese schools.

1899—G. Powder Explosion at Itabashi Factory Japan.

TO-MORROW.

Thursday, 11th July, 1901.

Chinese—26th of 5th moon of 27th year of Kwang-si.

Sun—Rises 5hr. 23min.
Sets 6hr. 40min.
High water—Morning 3hr. 18min.
Afternoon 3hr. 55min.
Low water—Morning 10hr. 45min.
Afternoon 10hr. 13min.

ANNIVERSARIES.

1708—Battle of Oudenarde.

1816—Amherst's Embassy arrived in China.

1859—Peace of Villafranca.

1871—Engagement between the Korean and an American naval force.

1882—Alexandria bombarded.

1897—Gaza, B. N. Borneo, looted and burnt by Mat Salleh.

1898—Admiral Camara's fleet re-called to Spain. Four transports with American reinforcements arrive at Manila.

1899—Death of the Tsarivich at Abbas Tuman, Caucasus.

AGENDA.

TO-MORROW.

Noon—N. D. L. Co's steamer *Kiautschow* with mails etc., leaves for Southampton. "Glen" Line steamer *Glenesk* will be despatched to London and Antwerp.

Afternoon—Douglas Co's steamer *Thales* leaves for Swatow, Amoy and Foochow. Cargo ex *Bengal* subject to rent.

FRIDAY, 12th.

(About)—N. D. L. steamer *Sambla* leaves for Havre, Bremen, and Hamburg, via Singapore and Colombo.

The steamer *Indrapura* leaves for Portland (Or.) via Shanghai and Japan ports.

10 a.m.—Douglas Co's steamer *Haimun* leaves for Swatow, Amoy, Tamsui.

4 p.m.—J. C. S. N. Co's steamer *Loongsang* leaves for Manila.

SATURDAY, 13th.

Noon—C. & M. Co's steamer *Diamante* leaves for Manila.

Noon—N. G. J. steamer *Disegno* will be despatched for Bombay via Singapore and Colombo.

Afternoon—O. S. K. steamer *Maideyru Maru* leaves for Amoy and Swatow.

Cargo ex *Kaisow* subject to rent.

SUNDAY, 14th.

(About)—C. N. Co's steamer *Taiwan* leaves for Australia Ports.

Q. S. K. Co's steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

MONDAY, 15th.

(About)—N. Y. L. steamer *Arara* leaves for New York via Suez Canal.

TUESDAY, 16th.

(About)—C. S. N. steamer *Suisang* leaves for Singapore, Penang and Calcutta.

WEDNESDAY, 17th.

O. S. K. Co's steamer *Amoy Maru* leaves at daylight for Foochow via Swatow and Amoy.

A. L. S. N. Co's steamer *Maria Valerie* leaves for Singapore etc.

FRIDAY, 19th.

H. A. L. Co's steamer *C. Ferd. Laeiz* leaves for Calcutta via Singapore.

SATURDAY, 20th.

P. & O. Co's steamer *Sunda* leaves for Bombay.

SHIPPING-GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

July 1st.

Captain Merles, formerly of the *Hoihow*, has been appointed captain of the *Hanoi*.

Captain Merles, jun, formerly captain of the *Hailan*, is appointed to the *Hoihow* in the same capacity.

Captain Anderson has been appointed to the command of the *Hailan*.

Mr. Rodger, formerly 2nd officer s.s. *Diamante* has gone home, and will return as chief officer of one of Messrs. Shewan, Tomes new steamers.

DEPARTURES.

July 10, *Koh-si-chang*, German str., for Swatow.

July 10, *Panowh*, British str., for Canton.

July 10, *Stuttgart*, German str., for Shanghai.

July 10, *Glengyle*, British str., for Taku.

July 10, *Lalpoora*, British str., for Bombay.

July 10, *Kashing*, British str., for Manila.

July 10, *Lyenoon*, German str., for Shanghai.

July 10, *Decima*, German str., for Saigon.

July 10, *Woosung*, British str., for Shanghai.

July 10, *Kwaiyang*, British str., for Tientsin.

Passenger—Arrived.

Per *Siskan*, from Saigon—20 Chinese.

Per *Patroclus*, from Singapore—30 Chinese.

Per *Haimun*, from Coast Ports—Mrs. Ramsey, and 86 Chinese.

Per *Glenesk*, from Foochow—Mr. Purcell, Misses H. L. and E. Purcell (3).

Per *Putala*, from Taku—Officers 24th Punjab Infantry, Maj.-Gen. Sir Norman Stewart, Commanding 1st Brigade China Field Force and Staff.

Per *Kiautschow*, from Yokohama, &c.—Capt. Taylor, Messrs. Kaufmann, Lee Lai Wan, T. Michael, Schulz, Malak, Vicajes, S. Mermann, Gaderoltz, 4 Chinese and 4 Japanese.

Departed.

Per *Perla*, for Manila—Messrs. C. W. Thompson, G. H. Allen, A. S. Howe, F. Petersen, A. T. McNab, G. Le Lorrain, H. A. Lindley, J. C. Lenhart, Misses E. Weinstein, S. Preiss, Mrs. Uchida Ito, Messrs. J. T. Collier, Chas. E. Lamb, E. M. Lloyd, Mrs. Wheatley, Messrs. F. Arima, M. Achida, J. W. Swann and Rudolf Matz.

SHIPPING REPORTS.

Captain P. Lunschless, of the steamship *Kiautschow*, from Yokohama, reports:—Good weather with light winds.

Capt. C. J. Mattock, of the steamship *Amara*, from Bangkok and Koh-si-chang, reports:—Moderate to light winds from W.S.W. to S.E., slight sea and fine clear weather.

Captain H. Harder, of the steamship *Taiwan*, from Moji, reports:—B.W. winds and moderate sea to Chapel Island, with heavy rain, thence to port light airs and fine weather.

Captain J. Rafferty, of the steamship *Glenesk*, from Foochow, reports:—Moderate breeze and fine clear weather throughout. Off Chapel Island, passed four-masted ship, bound North.

Captain E. G. Dickens, of the steamship *Patroclus*, from Singapore, reports:—Dull, overcast weather, occasional showers, light to moderate breezes from S. to W. and smooth sea.

Capt. W. J. Davis, of the steamship *Haimun*, from Tamsui, Amoy and Swatow, reports:—Left Tamsui on the 6th inst. had moderate S.W. winds and sea with fine weather to Amoy. Amoy to Swatow calm, smooth sea and fine weather. Swatow to port light variable winds, smooth sea and fine weather. Vessels in Amoy:—1 Japanese cruiser, s.s. *Hangchow*, *Hong Bee*, *Neuchuang*, *Wenchow*, and *Daigi Maru*. In Swatow:—s.s. *Wingsang*, *Fooksang*, *Hoihow*, *Kung Ping*, *Pakhoi*, and *Seechuan*.

STEAMERS EXPECTED.

NG AND WHAMPOA DOCK RETURNS.			
	at	Kowloon	Dock.
d	"	"	"
	"	"	"
	"	"	"
	"	"	"
	"	"	"
	"	"	"
	"	Cosmopolitan	"
	"	"	"

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	To-morrow, 11th July, at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	Friday, 12th July, at Daylight
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	Tuesday, 16th July, at Noon
BINGO MARU	KOBE and YOKOHAMA	Friday, 19th July, at Daylight
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	Friday, 19th July, at Noon
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	Friday, 19th July, at Noon
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	Friday, 26th July, at Daylight
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	Friday, 26th July, at 4 P.M.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday, 29th July, at 4 P.M.
TAMBA MARU	KOBE and YOKOHAMA	Friday, 2nd August, at Daylight

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA" will be despatched for PORTLAND (OR.) on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with or apply to

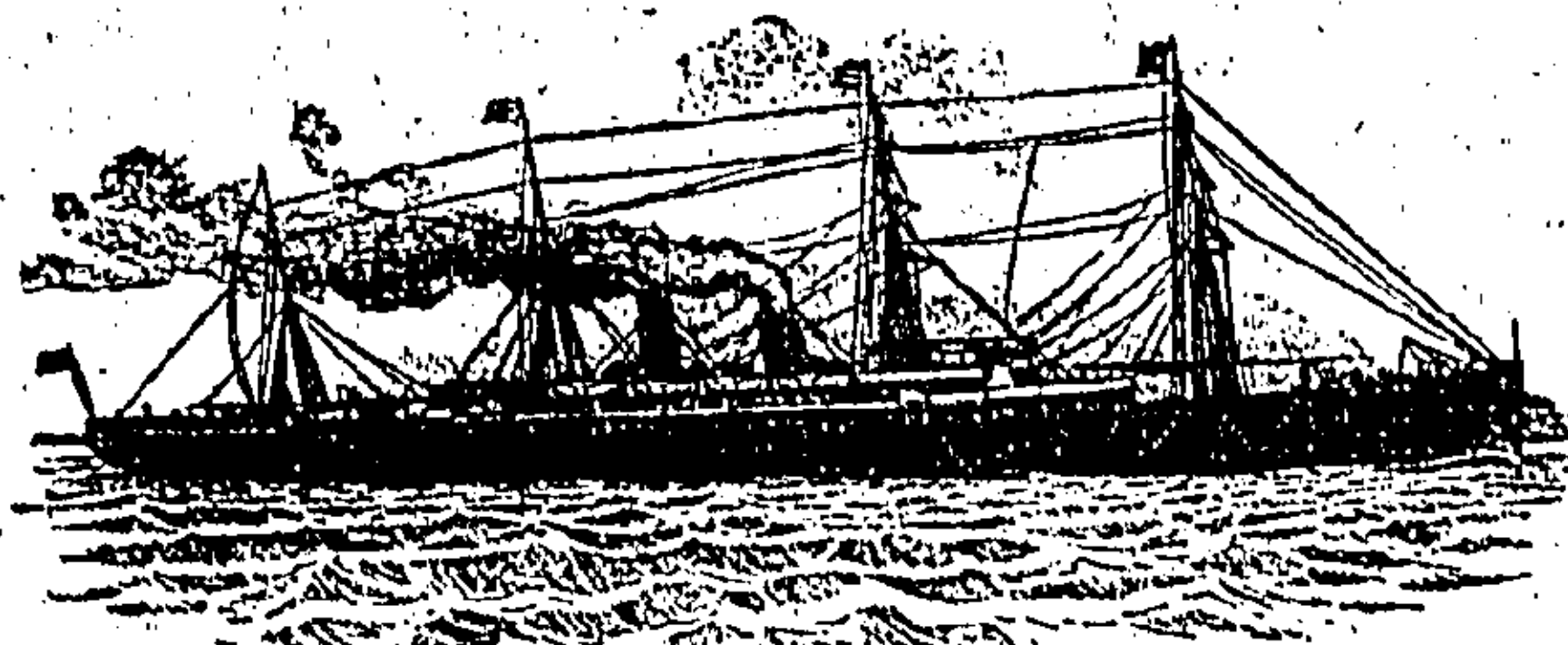
ALLAN CAMERON,
General Agent.

SHEWAN, TOMES & CO.

Hongkong, 2nd July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAILU"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

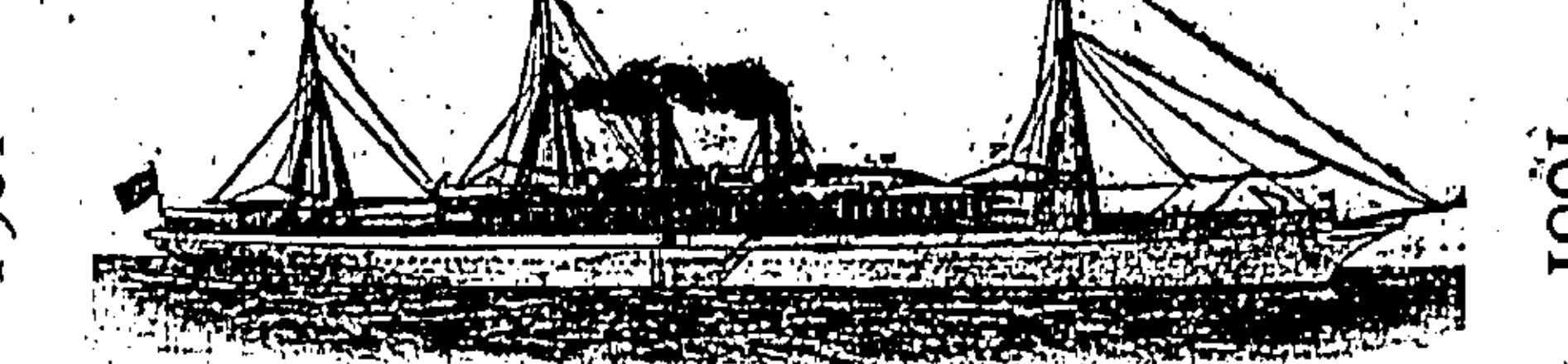
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 10th July, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin-Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA-LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	12th July. } Freight.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	26th July. } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. } Freight.

For further Particulars, apply to HAMBURG-AMERIKA-LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 12th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th July, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"STENTOR"	23rd July.
	"IDOMENEUS"	7th August.

S.S. "PATROCLUS" from LIVERPOOL and SWANSEA has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 11th instant, P.M.

HOMEWARDS.

FOR	STEAMERS	To Sail
LONDON	"PROMETHEUS"	13th July.
" "	"ALCINOUS"	23rd July.
" "	"DEUCALION"	6th August.
" "	"PELEUS"	20th August.
" "	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"GLAUCUS"	18th July.
(Taking Cargo at London Rates)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 9th July, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty will be despatched for the above Ports, TO-MORROW, the 11th July.

For Freight or Passage, apply to

MCGREGOR BROS. & CO.,
Agents.

Hongkong, 18th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"

Captain Hill, due here on the 11th instant, will be despatched as above on SATURDAY, the 13th instant, at Noon.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th July, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 14th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain E. J. Tadd, will be despatched as above on TUESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 9th July, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 1st July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 29th June, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above Ports, TO-MORROW, the 11th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 10th July, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above Ports, on FRIDAY, the 12th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, 9th July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th July, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on SATURDAY, the 13th instant, at Noon.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 9th July, 1901.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Ribaldini United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain P. Brusca, will be despatched as above on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 8th July, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

HUMANITY V. BARBARIY.

EDWIN WILDMAN, IN "MUNSEY'S MAGAZINE."

The Russians introduced the practice of commandeering Chinese from the old city. Without pay and without food, they were forced to work from sunrise to sunset, when they were driven away like so many cattle, and warned to return in the morning. The bayonet and the knout were used freely to urge them on to their tasks. The American quartermaster's department was sorely in need of labourers. "Go into the Chinese city," said Colonel Wint, to one of his sergeants. "Take an interpreter with you. Tell them we want them to load our junks and carry our supplies. Offer them ten cents gold a day, and tell them we will feed them, and sell them food and treat them well. No old men—no violence!" The sergeant went. He visited the Chinese city. The coolies hid and skulked, diving into their mud houses, and crowded behind walls. The interpreter called to them, told them the Americans wanted them, would pay for their work, would feed them. They believed it, and came out in swarms. The sergeant received more applications than he could accept. In a long procession they came to the headquarters of the quartermaster's department. They were set to work, and they worked like oxen, without a complaint. Other Chinese heard of our methods. Some deserted the Russians to get under the protection of our flag. Word was sent to their starving wives and babes, hidden out in the country. They came back to Tientsin, and congregated around the American camp. All day long, under the blazing sun, these human cattle earned burdens, dragged wagons, and loaded junks, but not at the point of the bayonet or under the lash of the knout. At night they squatted in hordes, patiently waiting in front of the army headquarters, under the shelter of the American flag, to receive what was to them a big reward for the day's work and a portion of rice to take home to their famished families.

Soon the wretched beggars who had fled from Tientsin returned. They came to the American camp. The halt and blind, the sore-ridden and rheumatic, crowded around and held out their pitiful hands. They gathered up spilled rice like chickens on a stubble field. They filled their dirty sacks with discarded food and bits of wood for fuel. The American soldier threw them many a dime—an act so unprecedented, and a gift so great, their eyes started in wonderment, and their lips murmured confused prayers of thanks. One old woman, hardly able to walk, made her appearance every day, and threaded her way among the crowd of soldiers and coolies. She was never driven away or interfered with. "You are spoiling these brutes," protested the Russians, of whom it has often been said they understand the Chinese better than others do. "They would all murder you if they had the weapons. You are encouraging mendicancy." Yet never an American was murdered by stealth, never a gun was stolen, never an arm raised against us by these "brutes" who did our work.

An American junk was being hauled up the Peiho River by five coolies. It was hard and tedious work to drag the unwieldy Chinese scow, heavily laden with army supplies, through the swift currents, over the shallow bars, and around the sharp curves. The coolies often had to wade through the mud and submerged grass up to their waists, pulling their heavy burden up the stream for a hundred and twenty miles to Tungchow. It took ten days for the trip. Five coolies were not enough, but before the allies relieved Peking coolies were scarce. The Russians had forced many of them into service, and had killed or frightened away the rest. The boat moved slowly. Suddenly four Chinamen emerged from the high corn at the river'side. The guard on the junk saw them, and raised his gun. They called. One of them called out in "pidgin" English: "Belong good Chinaman. Work for Russians. They kill one man. Run away. Wanchow work American. We Americans no pay!" So, putting their hands to the tow rope, they speedily doubled the junk's speed. An American soldier landed and tramped along after the refugees with his gun on his shoulder, talking as much to himself as the spokesman of the quartet: "I'd like to see any blankety blank try to get you back, the blankety blank blinks!"

A GREAT SURGEON.

SUICIDE OF DR. BOND UNDER DISTRESSING CIRCUMSTANCES.

Dr. Bond, or, to speak correctly, Mr. Thomas Bond, M.B., F.R.C.S., one of the world's most eminent surgeons, committed suicide at his residence, 7, Broad Sanctuary, Westminster, says the *Morning Leader* of the 8th ult. He threw himself out of the bedroom window.

The bedroom is on the third floor, a distance of some 40 ft. from the ground. The deceased, who was only partially dressed, alighted on his head, and death must have been almost instantaneous.

THE RESULT OF MELANCHOLIA. Mr. Bond had been ill for a long time. He had practised very little since last September. He had a troublesome bodily ailment, and recently there had been melancholic symptoms. The last day or two his family had been somewhat reassured as to his mental state, but on Wednesday there was a reawakening of apprehension, because he felt, as he expressed it, that he had "something wrong with his head."

Mr. Bond was an active member of his profession, and perhaps few men in his position had a wider circle of acquaintances. He was for years on the staff of Westminster Hospital. When he resigned he was appointed consulting surgeon. During the course of his illness Dr. Bond was seen by many eminent specialists, but lately he has been attended surgically by Mr. Frear and medically by Dr. Hall.

He was 59 years of age. He leaves a widow and some five sons and daughters.

A GREAT ANALYST. Dr. Bond was best known to the public as consulting surgeon to Scotland-yard, a post to which he filled for a great number of years. It fell to him to give evidence in some of the most important cases, such as the Wimbledon poisoning and the Neil Cream cases. His first case was in connection with the founding of the *Princess Alice*, and his last, or one of his last, that of Dr. Collins regarding the death of Mrs. Uxelli from peritonitis.

He was associated with the principal testimony in the Wainwright murder, when he identified the murdered woman Harriet Lane (whose body was buried in quicklime) by detecting the mark of an old and severe burn on the bones of her leg.

He was also connected with Lefroy's murder of Mr. Gold in the eighties, and with the *Latham* case.

It was he, too, who examined the bodies of the victims of the Whitechapel murderer.

He was not only associated with famous Treasury cases. In Gladstone's last illness he was called to Hawarden together with Sir Thomas Smith.

Shipping.

STEAMERS.

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.
FOR NEW YORK VIA SUEZ CANAL
THE Steamship
"ARARA,"
Captain Williamson, will be despatched for the above Port, on or about the 15th August.
To be followed by the
S.S. "ATAKA,"
on or about the 15th September.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th July, 1901. [577]

TO IMPORTERS FROM THE UNITED STATES.
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship
"KINTUCK"
Sails from Seattle about the 10th of July;
"CHINGWOW,"
Sails from Seattle about the 24th of July;
"HYSON,"
Sails from Seattle about the 10th of August;
"KAISOW,"
Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.
For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO'S OFFICES, NEW YORK, to the Agents of the Company at Japan, China, Hongkong, Philippines and Siam; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.
JARDINE, MATHESON & Co., Agents.
Hongkong, 24th June, 1901. [683c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE, calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY Co's. LINES.

THE Steamship
"KAISOW,"
Tons 3,920. Commander G.A. Rodway, is due here on 6th July, and will have quick despatch.
For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.
Consular Invoices must accompany all Overland Shipments.
Hongkong, 27th June, 1901. [676c]

SAILING VESSELS.
FOR NEW YORK.
THE 3/3 A.L.I. American ship
"I. F. CHAPMAN,"
shortly expected here from Hongkong will load for the above Port and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & Co., Hongkong, 2nd July, 1901. [698c]

FOR NEW YORK.
THE 3/3 A.L.I. American ship
"MANUEL LAGUNA,"
will load during September and October, sailing about 25th October.
For Freight, apply to SHEWAN, TOMES & CO., Hongkong, 8th July, 1901. [727c]

INSURANCES.
"UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).
THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY, Agent.
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & CO.
Hongkong, 28th May, 1901. [730c]

Relieves the scalding pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS. Santal Midy is a specific for Gonorrhea, Cystitis, and causes no inconveniences. Beware of Imitations. Each tiny Capsule bears the name (MD) 8, RUE VIVienne, PARIS.

Intimations.

THE LATEST! THE BEST! THE CHEAPEST!

EMPIRE-ADLER TYPEWRITER,
MANUFACTURED BY THE WORLD RENOWNED ADLER BYCICLE FACTORY AT FRANKFORT O/M.

SOLE AGENT FOR HONGKONG AND CHINA.
LEOPOLD SPATZ & Co., HONGKONG,
New Victoria Hotel Building.

The Public is requested to take due notice that a much inferior machine has been lately brought into this market under the name "EMPIRE." The Genuine Empire-Adler Typewriter is obtainable only at

LEOPOLD SPATZ & CO.
Hongkong, 9th July, 1901. [733c]

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR MERCHANTS.
DIRECT IMPORTERS.
ALHAMBRA CIGAR, "KIRIN" BEER, HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.
12th October, 1897.

NEW GOODS.
JAPANESE CURIOS.
G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.
ARRIVAL of the LATEST PRESERVED AMERICAN Dainties. Just Opened, Cold and Inspect, Best quality, direct from the Factory.
Hongkong, 25th June, 1901. [667c]

COTTAM & Co.
THIS WEEK'S SPECIALTY: ENGLISH & AMERICAN TRAVELLING TRUNKS. SUMMER UNDERWEAR: THE VERY LATEST IN SHIRTS, COLLARS AND SCARVES.
Hongkong, 26th June, 1901. [671c]

C. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.
SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th January, 1901. [124c]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Vacheron and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 4, 6, 8, Queen's Road Central. [721c]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice House Road.
Is now in position, in his New and Comfortable Premises, to receive, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.
Hongkong, 22nd September, 1898. [140c]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA), DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [166c]

SIEN TING,
NEEDLE DENTIST,
No. 14, PRINCE STREET.
TERMS VERY MODERATE.
Consultation free.
No. 1, 2nd September, 1898. [140c]

NOTICE.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:
SEA WITCH, American ship, Howes—Master, ADOLPH OBBIG, American ship, Amesbury—Standard Oil Co.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
J EYES FLUID.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1901. [147c]

DENTISTRY.
A MERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.
TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [18c]

Intimations.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING will be held in the CLUB GYMNASIUM, Kowloon, TO-MORROW, the 11th July, at 5.30 P.M., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

A. DENISON,
Acting Hon. Secretary.
Hongkong, 4th July, 1901. [707c]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the PREFERENCE SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road, on SATURDAY, the 20th July, at 12.15 P.M., for the purpose of receiving and discussing the Liquidators' proposals for dealing with the Company's Assets.

The Liquidator,
M. BENNECKE.
Hongkong, 4th July, 1901. [708c]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for the six months ending 30th June, 1901, being at the RATE of TWELVE per Cent per annum, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office, No. 5, Queen's Road Central.
THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary.
Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of ONE Dollar and Fifty Cents per Share for Six Months ending 30th June, 1901, will be PAYABLE on the 27th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the Company's Office.
THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 27th instant, (both Days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited.
General Agents, The West Point Building Co., Limited.
Hongkong, 8th July, 1901. [728c]

WANTED an OVERSEER.
Apply by letter to THE SECRETARY, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.
Hongkong, 24th June, 1901. [662c]

WANTED.
A POST as BOOKKEEPER by a Competent Man.
Apply to "T," C/o This Office.

A SURVEYOR seeks Employment.
Apply to "U," C/o This Office.
Hongkong, 4th July, 1901.

NOTICE.
TENDERS are hereby called for the ERECTION of BRICK SHOPS at JESSALTON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the OFFICE of Messrs. GIBB, LIVINGSTON & CO., Agents.
Hongkong, 13th February, 1901. [200c]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.
EASTMAN'S KODAKS and FILMS. Sole Agents for CLEMENT'S WHEELS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the BEST.
40, QUEEN'S ROAD, Watson's Building.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL and PROVISION MERCHANTS, NAVAL CONTRACTORS, and GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM and P. O. SPECIAL LIQUEUR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th May, 1898. [58c]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.
FOR ALL BILIOUS and NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, and FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES.
50 CENTS PER BOX.

Prepared only by the Proprietor, THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the EMPIRE of CHINA, WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:
SEA WITCH, American ship, Howes—Master, ADOLPH OBBIG, American ship, Amesbury—Standard Oil Co.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex S.S. *Britannia*,
From Persian Gulf, &c., ex S.S. *N. and B. & P. S. N. Co's Steamers*.
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.
Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage, obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 4th July, 1901. [15c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & Co., LIMITED, Agents.
Hongkong, 6th July, 1901. [14c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.
CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
GEORGE ECKLEY, Acting Agent.
Hongkong, 6th July, 1901. [11c]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"KAISOW,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
JARDINE, MATHESON & Co., Agents.
Hongkong, 6th July, 1901. [713c]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENROY,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 14th instant, will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 8th July, 1901. [724c]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENLOGAN,"
having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.
Goods not cleared by the 14th instant, will be subject to rent.
No Fire Insurance has been effected.
All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 8th July, 1901. [717c]

